

For Sale.

FOR SALE.

THE GOOD S.S. PEKIN and S.S. KWONG-MO.
For Particulars, apply to
SUI KEE CHAN,
53, Romson Strand West,
Hongkong, November 14, 1892.

Mails.

U. S. MAIL LINE.

PACIFIC MAIL STEAMSHIP COMPANY.

THROUGH TO NEW YORK, VIA
OVERLAND RAILWAYS, AND TOUCHING
AT YOKOHAMA AND SAN FRANCISCO.

PROPOSED SAILINGS FROM HONGKONG,
China WEDNESDAY, Jan. 11.
Port SATURDAY, Jan. 13.
City of Rio de Janeiro, SATURDAY, Feb. 13.

THE U. S. Mail Steamship CHINA
will be despatched for SAN FRANCISCO and YOKOHAMA, on WEDNES-
DAY, the 11th January, at Daylight,
taking Passengers and Freight for Japan,
the United States, and Europe.

RATES OF PASSAGE.
From Hongkong, First Class.
To San Francisco, Vancouver, &c.
Victoria, Esquimalt, New Westminster, Port Town-
send, Seattle, Tacoma, Port-
land, O. \$225.00

To Liverpool and London \$325.00
To Paris and Bremen \$345.00
To Havre and Hamburg \$355.00
Through Passage Tickets granted to
England, France, and Germany by all
trans-Atlantic lines of Steamers.

RATES OF PASSAGE TO OVERLAND
CITIES, FIRST CLASS.

DESTINATION.	30 day TICKETS.	CONTINENTAL TICKETS.
Kansas City, Mo., Omaha, Neb.	285.00	
St. Louis, Mo.	292.50	291.50
St. Paul, Minn., Minnea- polis, Minn.	292.50	
Chicago, Ill.	297.50	296.00
Milwaukee, Wis.	290.00	290.00
Cincinnati, Ohio	302.50	301.50
Columbus, Ohio	304.50	303.50
Detroit, Mich.	304.50	302.75
Cleveland, Ohio	306.50	306.00
Toronto, Canada	309.50	301.45
Pittsburg, Penn.	310.25	307.00
Niagara Falls, N.Y., Buf- falo, N.Y.	311.00	308.50
Washington, D.C., Balti- more, Md.	317.50	311.75
Montreal, Canada	319.75	315.00
Philadelphia, Penn.	319.75	312.50
New York	319.75	315.00
Boston, Mass.	321.15	317.00
Portland, Maine	327.25	317.00

All the above Rates are in Mexican Dollars.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European officials in service of China and Japan, and to Government officials and their families.

Passengers by this Line have the option of proceeding Overland by the Southern Pacific and connecting Lines, Central Pacific, Northern Pacific or Canadian Pacific Railways.

Return Tickets—First Class—Prepaid return tickets to San Francisco will be issued at following rates:—

4 months \$327.50

12 months \$393.75

Time is reckoned from date of issue to date of re-embarkation at San Francisco.

Passengers, who have paid full fare, re-embarking at San Francisco for China or Japan (or vice versa) within one year will be allowed a discount of 10% from Return Fare. This advance does not apply to through fares from China and Japan to Europe.

Through Bills of Lading issued for transportation to Yokohama and other Japanese ports, to San Francisco, Atlantic and Pacific and Central Pacific, via Overland Railway to Havana, Trinidad, and Domingo, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Fright will be received on board until 4 p.m. the day previous to sailing. Parcel Packages will be resolved at the office until 4 p.m. same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany Cargoes destined to points beyond San Francisco in the United States, should be sent to the Company's Office in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.

For further information as to Passage and Freight, apply to the Agency of the Company, No. 72, Queen's Road Central, J. S. VAN BUREN, Agent.

Hongkong, January 3, 1893.

NOTICE.

COMPAGNIE DES MESSAGERIES MARITIMES.

PAQUEBOIS POSTE FRANCAIS.

STEAM FOR
SAIGON, SINGAPORE, BATAVIA,
COLOMBO, PONDICHERY,
ADRAS, CALCUTTA, ADEN, SUEZ,
PORT SAID,
MEDITERRANEAN AND
BLACK SEA PORTS, ALEXANDRIA,
MARSICKES, LONDON,
HAVRE AND BORDEAUX.

PORTS OF BRAZIL AND LA PLATA.

ON WEDNESDAY, the 11th January, 1893, at Noon, the Company's S.S. YANKEE, Commandant de MAUREGOU, with MAILED, PASSENGERS, SPECIE, and CARGO, will leave this Port for the above places.

Cargo and Specie will be registered for London, as well as for Marsella, and accepted in transit through Marsella for the principal places of Europe.

Shipping Orders will be granted till Noon.

Cargo will be received on board until 4 p.m. Specie and Parcels until 3 p.m. on the 10th January, 1893. (Parcels are not to be sent on board; they must be left at the Agency's Office.)

Contents and values of Packages are required.

For further particulars, apply to the Company's Office.

G. DE CHAMPAIGU.

Hongkong, December 20.

Entertainments.

THEATRE ROYAL,
CITY HALL, HONGKONG.
TO-MORROW EVENING,
January 7, 1893, 9 p.m.

THE SONS OF NEPTUNE
(OFFICERS & MEN OF H.M. FLYING
SQUADRON, in the Original, Sparkling and Novel
Naval Entertainment,
entitled

THE VOYAGE OF HMS.
ALBACORE,

(IN TWO ACTS),
giving a graphic and realistic description of
everyday life on board a man-o'-war,
including

DANCES, TROTS, NAUTICAL SONGS,
WITH A CHORUS OF over 70
STRONG.

As performed our 70 times with immense
success at the Royal Naval Exhibition
1891, and before the Royal Family and
several of the Crowned Heads of Europe.

Under the special patronage of H.R.H.
THE PRINCESS OF WALES.

By kind permission of Lieut.-Colonel
RAVENHILL and the Officers of the
Shropshire Light Infantry their
Band will perform.

The Performance is given under the
distinguished patronage of
His Excellency Sir WILLIAM ROBINSON,
K.C.M.G.

Vice-Admiral the Honorable Sir EDMUND
DE RAVENHILL, K.C.B., C.M.G.;
Major-General G. DIGBY BAXTER, C.B.;
Commodore H. S. L. B. PALMER, R.N.

N.B.—Proceeds will be handed to
local Charities.

Doors open at 8.30 p.m.
Performance at 9 p.m. precisely.

Price of Admission
Dress Circled Stalls \$2.00
Pit 1.00
Soldiers, Sailors and Police (in uniform)
half price

SPECIAL TRAMS 15 minutes after
Performance.

Tickets may be obtained at Messrs. LANE,
CRAWFORD & CO., where a Play of the
Theatre may be seen. Books of Words can be
had from MESSRS. NOONAN & CO., Zet-
land Street, Trices 20 Cents.

Hongkong, January 6, 1893.

KNOW THYSELF!
THE GREAT ANATOMICAL MUSEUM
which is one should visit is now
open for a Short Time only at DUD-
DELL STREET, opposite LAMMERS' AUCTION
ROOM.

THIS MUSEUM will be found both use-
ful and instructive and is approved of by
MEDICAL PROFESSORS.

GREAT REPUTATION of CHIROS to the
most WONDERFUL PANORAMA which
is open in the same Street. The Pan-
orama consists of Vividly Illuminated
Sketches of the Greatest Wars of the
World, and Scenes of the Late Terrible
Earthquake in Japan, &c., &c.

Open daily from 10 a.m. to 11 p.m.

To the Museum 20cts.
Do. Passengers 20cts.
Children under 10 years of age 10cts.

A. NAFTALY, Proprietor.
Hongkong, January 3, 1893.

INTIMATIONS.

THE MIKE COAL MINING
COMPANY.

THE MIKE COAL is a bituminous
Coal of dark reddish colour. For
Steam purposes, it has been pronounced to
be the BEST and the MOST ECONOMICAL
of ALL THE JAPANESE COALS.

Its exports increasing yearly, and the
opinions expressed by several of the
LARGEST REGULAR CONSUMERS are in
favour of the EXCELLENT qualities of this
Coal.

ATTENTION is called to the following
ADVANTAGES to Shippers and Captains,
that Coal their Bunkers direct from the
Undersigned:—

Freshness of the Coal.
Uniformity of quality.
Freedom from impurities.
Supply in quantity on short notice.

Quick despatch.

Best of weight, etc., etc.

MITSUI BUSSAN KAISHA,
Sales Agents.
Hongkong, October 1, 1892.

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D. KNORE'S ANTISEPTIC "LION
BRAND," good for adults 15 to 35
grains, twice a day, approved and
used by the Royal Flying Corps, in
the case of H. M. AIR FORCE.

THE KNORE'S ANTISEPTIC is
the best vulnerary; it
effect in simulating the closing of wounds
is described as amazing.

To half every reputed Chemist and
Druggist.

Supplies constantly on hand at CHINA
EXPORT, IRON & BAR COMPAGNIE,
Hongkong and Shanghai, Sole Agents for
CHINA.

Beware of purious imitations!!! 10cts.

TO-DAY'S ADVERTISEMENTS.

INDO-CHINA STEAM NAVIGATION
COMPANY, LIMITED.

FOR MANILA VIA CHINA.

The Captain W. E. BEDDOE,
will be detached at
above on MONDAY, the 9th instant, at
2 p.m.

For Freight or Passage, apply to
JAROINE, MATHISON & CO.,
General Managers,
INDO-CHINA STEAM NAVIGATION
COMPANY'S Office.

Hongkong, January 6, 1893.

FOR NEW YORK VIA SUEZ CANAL
The Steamship
"The Adelice,"
Capt. W. E. BEDDOE,
will be detached above on
MONDAY, the 9th instant, at
2 p.m.

For Freight or Passage, apply to
G. DE CHAMPAIGU,
Hongkong, December 20.

To-day's Advertisements.

FOR SHANGHAI, YOKOHAMA
AND HIAGO.

The Steamship
"Strathclyde,"
Capt. L. WITTE, will be
despatched on the above
or about TUESDAY, the 10th instant,
instead of a previous advertisement.

For Freight or Passage, apply to
BODWELL, CARLILL & CO.,
Agents.

Hongkong, January 6, 1893.

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NAVIGAZIONE GENERALE
(FIORE & RIBATTUTI UNITED COMPANIES.)

STEAM FOR
SINGAPORE, PENANG & BOMBAY.

Having connection with Company's
Agents to ADEN, SUEZ, PORT SAID,
MESSINA, NAPLES, (LEGHORN),
and GENOA; all MEDITERRANEAN,
ADRIATIC, LEVANTINE and SOUTH AMER-
ICAN PORTS, up to CALICO. Taking Cargoes
at through rates to PERSIAN GULF
and BADAD.

The Co.'s Steamship
"Borneo,"

F. ANZALO, Master, will be
despatched as above on
SATURDAY, the 14th Inst., at Noon.

At BORNEO the Steamers are discharging
in VICTORIA DOCK.

For further Particulars regarding Freight
and Passage, apply to
CARLILL & CO.

HONGKONG & CO.

Hongkong, January 6, 1893.

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VICTORIA ENGLISH SCHOOLS.

THE above SCHOOLS for DAY SCHOL-
ARS and BOARDERS, will be RE-
OPENED for the NEW TERM on MONDAY,
6th Instant.

For Terms, etc., apply to
HEADMASTER.

Hongkong, January 6, 1893.

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VICTORIA ENGLISH SCHOOLS.

A Regular CONVOCATION of the
above CHAPTER will be held in the
FREEMASONS' HALL, Zetland Street, on
WEDNESDAY, the 11th January, at 8.30
for 9 p.m. precisely. VISITING BRITISHERS
are cordially INVITED.

Hongkong, January 6, 1893.

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VICTORIA ENGLISH SCHOOLS.

LOCAL AND GENERAL.

PASSED SUZU CANAL.

OUTWARD BOUND.—*Harewood*, Nov. 11; *Hawke*, 29; *Glenfinn*, *Strathdon*, Dec. 19; *Palmerus*, *Humber*, 13; *Monmouthshire*, *Salath*, 16; *King*, 23.

HOMEWARD BOUND.—*Carmarthenshire*, Nov. 20; *Caledonia*, December 9; *Polyphemus*, *Glazee*, 13; *Denbighshire*, *Kremhitz*, 16; *Carlton*, *Oxus*, *Priam*, 23.

The M. & Co.'s steamer *Sydney*, with the *France* Mail, of December 9, left Singapore on Thursday, January 5, at 3 p.m., and may be expected here on or about Thursday Jan. 12. This packet brings replies to letters despatched from Hongkong on Nov. 2.

The O. & O. Co.'s *Delphic*, with the *American Mail* of December 15, leaves Yokohama on Saturday, the 7th instant, at daylight, and may be expected here on or about Thursday, the 12th inst.

The O. & O. Co.'s *Delphic*, with mail, San Francisco for this port via Yokohama on Dec. 16.

The Northern Pacific's *Victoria* left Victoria, B.C., on Saturday, Dec. 17, for Hongkong via Japan.

The P. M. S. S. Co.'s steamer *Peru*, with mails, etc., left San Francisco for this port, via Yokohama, on Dec. 24.

The China Mutual Co.'s steamer *Kembla*, from London and Liverpool, left Singapore for this port on Jan. 4, and may be expected here on or about Jan. 11.

The s.s. *Katara*, with mails &c. from Calcutta and Straits, left Singapore on Jan. 4, and may be expected here on or about Jan. 11.

The P. & O. s.s. *Georgelast* Singapore for this port on Jan. 5, and may be expected here on or about Jan. 13.

UNION CHURCH.—SUNDAY, JANUARY 8TH, 1893, 11 A.M.

Hyms, 26; Psalm, 99; Anthem, 7; Hyms, 343, (3rd tune); Hyms, 63.

There will be a celebration of Holy Communion in the Peak Church on Sunday at 8 a.m.

The O. & O. S. S. *Delphic*, with mails &c. from San Francisco to the 15th ultimo, has arrived at Yokohama, and will leave for this port to-morrow at daylight.

THE Superintendent of the P. & O. S. N. Co. informs us that the Company's s.s. *Gibraltar* left Singapore for the port on the 5th instant, at 1 p.m.—And also that the Co.'s s.s. *Lombardy* left Bombay for this port on the 5th instant.

THE following will play for the Cricket Club & the Jockey Club, to-morrow, at 11 o'clock:—O. G. Taylor, R.N.; Dr Iliewicz, R.N.; Captain Thomas, A.S.C.; E. Leathem, R.N.; Captain Du Boulay, R.A.; R. Barnes, R.N.; Lieut. Hughes-Hughes, R.N.; F. D. Markham, 53rd Regt.; R. H. Boys, R.E.; G. P. Lamerton and J. East.—The following is the team that will represent the Jockey Club:—Lt.-Col. Barrow, Hon. J. J. Bell-Evans, Capt. G. S. Coxon, S.L. Darby, V. A. Caesar Hawkins, D. Landale, F. Mailand, J. S. Eckiel, George Stewart, Capt. Wulman.

We have often commented, says the Standard, on the necessity for some responsible supervision of building in Shanghai, where the jerry-builders, Native and Foreign, can do things at their own sweet will; but, of course, any angriously of a useful nature or out of the hard-headed track of 'old custom' are received in silent and crushing silence by the ring of dry-as-dust old fogies, who hang like barnacles around the self-constituted administrative authorities. An instance of the ill results of reckless building operations occurred this morning (31st ult.) on the Yangtze-poo Road, resulting in the loss of one life, and possibly two, besides injury done to ten others. A large number of Native houses are in course of construction by the China Paper Mill Company (Native) close to their premises, and at about a quarter past 4 o'clock, during a period of the rain, the 18th ult., sixteen of the houses suddenly collapsed, burying at least two of the workers under the debris. The men were rescued by Capt. Wilson, and then conveyed to St. Luke's Hospital, where they were examined by Dr. Bourne. One, who was found to have all his ribs smashed in and his skull injured, died shortly after his admission to the hospital, the other had his right arm badly broken, and was detained in the institution. The Inspector accompanied them to the hospital, at their friends' wish to remove them to their homes. It is reported that another man is buried under the debris, but until the contractor has gone through his list, this is not yet certain.

One day in Yokohama, says a writer in the Inter-Ocean, a Japanese sailor was arrested for assaulting a jinrikisha man. The English court-room was crowded, and desiring to hear the English language as spoken officially in the court-room by a wise magistrate, I crowded in with the rest. The polite old magistrate wore sandals, a kimono, and silk hat. Putting on his glasses, he looked around and said, "What do you strike the sailor?" "I am sure he is not to blame," said the magistrate. "What do you strike the man for that?" "Yes." "But do not strike him for it is wrong." "Good," said the magistrate, "if he will strike or irritate the people with enormous voice he will himself be an object of fear for the people. Good-by. Do not continue here the other time." At Kioto, the Athens of Japan, I met many of the professors. Professor Ladd, of Yale College, was there, delivering a course of lectures before the Imperial College of National Psychology. One day I met Professor Teuber, a native professor. He was one of the Teubers, I entered the London Party in Yokohama in 1854. The Teubers are called a fair English school, and I was anxious to see how he handled our idioms. "You speak English, Professor?" I said when I met him. "No, I don't fluently, it is speak, but I write very good English. I can parse it grammatically." Then he smiled, took his pen and wrote: "Though I exercised English diligently, yet I am very clumsy for translation, dialogue, composition, and all other." "Why, you spoke it very well," I said. "Now write the lesson." I learned it without a teacher, as a great shamefulness, but I abandoned English henceforth. I leave it forever."

MAILS OF 1892.

A statistical correspondent sends some interesting information regarding the delivery of the mails, made in 1892 by the English and French packets. From his figures, it would appear that the average time between the departure of twenty-six *Maritime* steamers from Saigon and the delivery of the mail in Hongkong was 80 hours. The average for the four months May to August—S. W. monsoon—was 72 hours; the average for the four months November to February—N. E. monsoon—was 89 hours. The shortest time taken was 70 hours by the mail arriving ex the steamer *Melbourne* on 23rd August; and the longest time 122 hours by the steamer *Yerba* which arrived on 3rd December. As this steamer had a broken propeller its time can scarcely be taken into account, but may be mentioned that the steamer *Yerba* arrived on 16th December, 100 hours from Saigon and delivery in Hongkong.

Twenty-seven mails arrived by P. & O. steamers, and the average time between departure from Singapore and delivery in Hongkong was 5 days 13 hours. The average for the four months May to August was 6 days 4 hours; the average for the four months November to February was 5 days 20 hours. The shortest time taken by the mail arriving by the *Peninsular* on 29th December, 100 hours from Saigon and delivery in Hongkong.

Twenty mails arrived by P. & O. steamers, and the average time between departure from Singapore and delivery in Hongkong was 5 days 13 hours. The average for the four months May to August was 6 days 4 hours; the average for the four months November to February was 5 days 20 hours. The shortest time taken by the mail arriving by the *Peninsular* on 29th December, 100 hours from Saigon and delivery in Hongkong.

Appended is a tabulated statement giving the names of the steamers bringing the mails to Hongkong.

ENGLISH MAIL.

Steamers.	Date of Arrival.	Days from England.	Days from Singapore.
<i>Malwa</i>	Jan. 15	35	64
<i>Caledonia</i>	Feb. 19	35	78
<i>Natal</i>	Feb. 11	34	64
<i>Solace</i>	Mar. 10	33	72
<i>Yarra</i>	Mar. 14	34	73
<i>Melbourne</i>	April 6	23	75
<i>Sydney</i>	May 4	23	75
<i>Saghalien</i>	May 17	23	74
<i>Calderon</i>	June 1	33	71
<i>Oxus</i>	June 14	32	72
<i>Natal</i>	July 19	33	73
<i>Solace</i>	July 13	33	73
<i>Yarra</i>	July 27	33	73
<i>Fangie</i>	Aug. 9	32	71
<i>Melbourne</i>	Sept. 13	32	70
<i>Sydney</i>	Sept. 6	32	69
<i>Saghalien</i>	Oct. 4	32	73
<i>Calderon</i>	Oct. 22	32	74
<i>Oxus</i>	Nov. 2	34	96
<i>Natal</i>	Nov. 23	33	80
<i>Solace</i>	Dec. 16	34	85
<i>Yarra</i>	Dec. 15	35	105
<i>Oceanus</i>	Jan. 20	35	95

ENGLISH MAIL.

Steamers.	Date of Arrival.	Days from England.	Days from Singapore.
<i>Malwa</i>	Jan. 4	31	6 days 23 h.
<i>Kedive</i>	19	31	59
<i>Mirrapore</i>	Feb. 14	30	65
<i>Caledonia</i>	Mar. 11	29	42
<i>Malwa</i>	April 10	31	51
<i>Ramna</i>	April 30	30	51
<i>Surat</i>	May 8	30	56
<i>Thames</i>	May 3	30	56
<i>Rohilla</i>	June 22	30	52
<i>Cathay</i>	June 3	28	51
<i>Malwa</i>	July 3	30	54
<i>Ganges</i>	July 17	29	51
<i>Surok</i>	Aug. 19	29	51
<i>Peninsular</i>	Sept. 29	28	413
<i>Cathay</i>	Oct. 14	30	54
<i>Bulbula</i>	Sept. 23	30	54
<i>Rosetta</i>	Oct. 10	29	42
<i>Brindisi</i>	Oct. 24	29	514
<i>Ravena</i>	Oct. 10	31	60
<i>Sural</i>	Nov. 23	30	60
<i>Ganges</i>	Nov. 8	32	515
<i>Malwa</i>	Dec. 5	31	63
<i>Yarra</i>	Dec. 20	32	74
<i>Malwa</i>	Jan. 21	32	74

HONGKONG GOLF CLUB.

Steamers.	Date of Arrival.	Days from England.	Days from Singapore.
<i>Malwa</i>	Jan. 4	31	6 days 23 h.
<i>Kedive</i>	19	31	59
<i>Mirrapore</i>	Feb. 14	30	65
<i>Caledonia</i>	Mar. 11	29	42
<i>Malwa</i>	April 10	31	51
<i>Ramna</i>	April 30	30	51
<i>Surat</i>	May 8	30	56
<i>Thames</i>	May 3	30	56
<i>Rohilla</i>	June 22	30	52
<i>Cathay</i>	June 3	28	51
<i>Malwa</i>	July 3	30	54
<i>Ganges</i>	July 17	29	51
<i>Surok</i>	Aug. 19	29	51
<i>Peninsular</i>	Sept. 29	28	413
<i>Cathay</i>	Oct. 14	30	54
<i>Bulbula</i>	Sept. 23	30	54
<i>Rosetta</i>	Oct. 10	29	42
<i>Brindisi</i>	Oct. 24	29	514
<i>Ravena</i>	Oct. 10	31	60
<i>Sural</i>	Nov. 23	30	60
<i>Ganges</i>	Nov. 8	32	515
<i>Malwa</i>	Dec. 5	31	63
<i>Yarra</i>	Dec. 20	32	74
<i>Malwa</i>	Jan. 21	32	74

GOLF COMPETITION.

Steamers.	Date of Arrival.	Days from England.	Days from Singapore.
<i>Malwa</i>	Jan. 4	31	6 days 23 h.
<i>Dr. Marion</i> , R.N.	103	38	72
<i>Mr. S. Jeffery</i>	102	27	75
<i>Mr. R. Robertson</i>	101	21	80
<i>Capt. Bullockton, R.E.</i>	101	21	80
<i>Mr. G. Stewart</i>	99	16	79
<i>Mr. L. Dalrymple</i>	94	15	79
<i>Mr. G. P. MacKenzie</i>	105	24	79
<i>Mr. J. H. P. MacKenzie</i>	110	30	78
<i>Mr. G. Stewart</i>	99	24	80
<i>Mr. G. P. MacKenzie</i>	104	24	80
<i>Mr. G. Stewart</i>	98	24	80

